

# The China Mail.

Established February, 1845.

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號五廿月九年十九百八千一英

HONGKONG, THURSDAY, SEPTEMBER 25, 1890.

日二十月八年寅庚

PRICE, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Ltd., 10, Abchurch Lane. HENDY & Co., 37, Walbrook. E. O. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILKS, 151, Cannon Street. E. O. ROBERT WATSON, 151, Fleet Street.

PARIS AND EUROPE.—AMBER PRINCE, 31, rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPEL, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

DEYLONG.—W. M. SMITH & Co., THE AMERICAN CO., San Francisco.

SINGAPORE, STRAITS, & SATEL & Co., Singapore, Singapore. O. HEINZEL & Co., Manila.

ORINA.—Mazda, A. A. DA CRUZ, Amoy, N. MOULLE, Poonch, Hime & Co., Singapore, LANE, CRAWFORD & Co., and KELLY & Co.

## FLOWER AND VEGETABLE SEEDS.

SEASON 1890-1891.



BY APPOINTMENT.

A. S. WATSON & Co., Ltd.  
(ESTABLISHED A.D. 1841.)

WE have received our New Season's importations direct from the best Growers in England, France and Germany, and are now prepared to execute all orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES for ordering from (containing hints for gardening) will be sent post free on application.

ORDERS FROM ONE PERSON \$5 TO \$10 ALLOWED 25 PER CENT. DISCOUNT. ORDERS FROM ONE PERSON OVER \$10 ALLOWED AN EXTRA 5 PER CENT. DISCOUNT. SINGLE PACKETS AT LIST PRICES.

WATSON'S PATENT DRYING BOTTLES. By the use of these BOTTLES, SEEDS, and GOODS of all kinds, that are susceptible to the destroying influence of moisture can be kept in good condition everywhere.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY, Hongkong, September, 1890. 1655

## Banks.

NOTICE.

## RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or of a duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
THOMAS JACKSON, Chief Manager.

Hongkong, May 13, 1890. 754

## THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL \$2,000,000. PAID-UP CAPITAL \$250,000.

LONDON: Head Office, 4, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per cent. per annum.

ON CURRENT DEPOSITS, ACCOUNTS 2 per cent. per annum on the Daily Balance.

E. W. RUTTER, Manager.

Hongkong, September 4, 1890. 1369

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$8,168,062.50  
RESERVE FUND \$5,482,127.20  
RESERVE LIABILITY OF \$8,168,062.50  
PROFITABLE.

COURT OF DIRECTORS.  
Chairman—H. L. DARTMOUTH, Esq.  
Deputy Chairman—J. S. MOORE, Esq.  
T. E. DAVIES, Esq.  
W. H. FORBES, Esq.  
H. HOPKINS, Esq.  
Hon. J. J. KESWICK, Esq.  
ALEX. MCGRATH, Esq.

CHIEF MANAGER.  
Hongkong, T. JACKSON, Esq.  
SINGAPORE, JOHN WALTER, Esq.  
LONDON BANKERS—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drays granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

THOMAS JACKSON, Chief Manager.

Hongkong, September 11, 1890. 363

## Intimations.

ROUYER, GUILLET & Co.,  
COGNAC, France.

For Ten Years  
THE LARGEST SHIPPERS  
OF  
BULK  
BRANDY.

ALL COMMUNICATIONS DIRECT AS TO  
LONDON BRANCH,  
ROUYER, GUILLET & Co.,  
50, Mark Lane, London, E.C.  
14th August, 1890. 1443

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given to HOLDERS of the SHARES in the above Company, bearing the Numbers specified below that unless the CALL of TEN DOLLARS per Share, FIVE DOLLARS per Share of which was due on the 15th November, 1889, and the BALANCE on the 15th February, 1890, be PAID, together with INTEREST thereon at the Rate of 12 PER CENT. per annum from the said due dates, to the HONGKONG & SHANGHAI BANKING CORPORATION on or before the 15th October, 1890, the said Shares will be liable to be FORFEITED, and under the Provisions of Section X Subsection VIII of the Articles of Association the Board will pass the necessary Resolution for the forfeiture of the said Shares Nos.:

6/2	822/841	2327/2330
122/123	1101/1103	2331/2400
157/158	1104/1123	2459/2505
357/381	1477/1511	2801/2815
382/391	1787/1796	2826/2850
632/681	2007/2016	2910/2910
807/821	2282/2301	1527/1570

By Order of the Board of Directors,  
J. WHEELLEY, Secretary.

Hongkong, September 19, 1890. 1647

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL \$5,000,000  
PAID-UP CAPITAL \$2,500,000  
RESERVE FUND \$1,250,000

Board of Directors:  
Hon. J. J. KESWICK, Chairman  
Hon. C. P. CHATER, Vice-Chairman  
LEE SING, Esq.  
S. G. MICHAELSEN, Esq.  
G. E. MOORE, Esq.  
POON PONG, Esq.  
D. R. SASSOON, Esq.

Bankers:  
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, ON LAND OR BUILDINGS, PROPERTIES PURCHASED AND SOLD.

Estate managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Office, No. 5, Queen's Road Central.

A SHELTON HOOPER, Secretary.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1340

## Intimations.

### NOTICE TO MARINERS.

APPROACHES TO HONGKONG.

THE BOKHARA BUOY BROKE ADRIFF on the 23rd Instant. It will be replaced with as little delay as possible.

R. MURRAY RUMSEY, Harbour Master, &c.

HONGKONG DEPARTMENT, Hongkong, September 24, 1890. 1671

### HONGKONG ST. ANDREW'S SOCIETY.

THE Annual General MEETING of the MEMBERS of the above Society will be held in the City Hall on MONDAY, the 29th Instant, at 6 o'clock.

A. G. STEPHEN, Hon. Secretary.

Hongkong, September 22, 1890. 1634

### HONGKONG CRICKET CLUB.

THE GROUND will be open for PRACTICE and LAWN TENNIS on MONDAY, the 22nd Instant.

GENTLEMEN desirous of proposing New MEMBERS will find Lists for that purpose in the Hongkong Club and Cricket Pavilion. The Opening Match, FIRST TWELVE V. ALL COMERS, will be played on FRIDAY and SATURDAY, 3rd and 4th October. Intending Players will please sign their Names on the Lists which are lying in the Hongkong Club and Cricket Club Pavilion.

There are Three Vacancies in the A Class Lawn Tennis. Members wishing to compete will please send in their Names to the Hon. Sec. before the 1st October. Holders of Lockers are requested to send in their Names with the number of their Lockers to the Undersigned before the 1st October. Members desirous of holding Lockers should also send in their Names.

ARTHUR K. TRAVERS, Honorary Secretary.

Hongkong, September 19, 1890. 1643

## Notices to Consignees.

CANADIAN PACIFIC STEAMSHIP COMPANY.

### NOTICE TO CONSIGNEES.

STEAMSHIP ADESSINIA.

FROM VANCOUVER, YOKOHAMA AND NAGASAKI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impounding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th Instant, or they will not be recognized.

RUSSELL & Co., Agents.

Hongkong, September 24, 1890. 1660

### UNION LINE.

### NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON, PENANG AND SINGAPORE.

THE Steamer *Kura*, Capt. S. D'ARR, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon Piers and Cargo impounding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th Instant, or they will not be recognized.

RUSSELL & Co., Agents.

Hongkong, September 17, 1890. 1631

### FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamer *Polyphonia*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow, the 23rd Instant.

Any Cargo impounding her discharge will be landed into the Godowns of the HONGKONG & SHANGHAI BANKING CORPORATION, and no Fire Insurance will be effected.

No Claims will be admitted after the Goods have left our Godowns, and all Goods remaining undelivered after the 28th Inst. will be subject to rent.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, September 22, 1890. 1660

### SHIRE LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

S.S. *CARDIGANSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 27th Instant will be subject to rent.

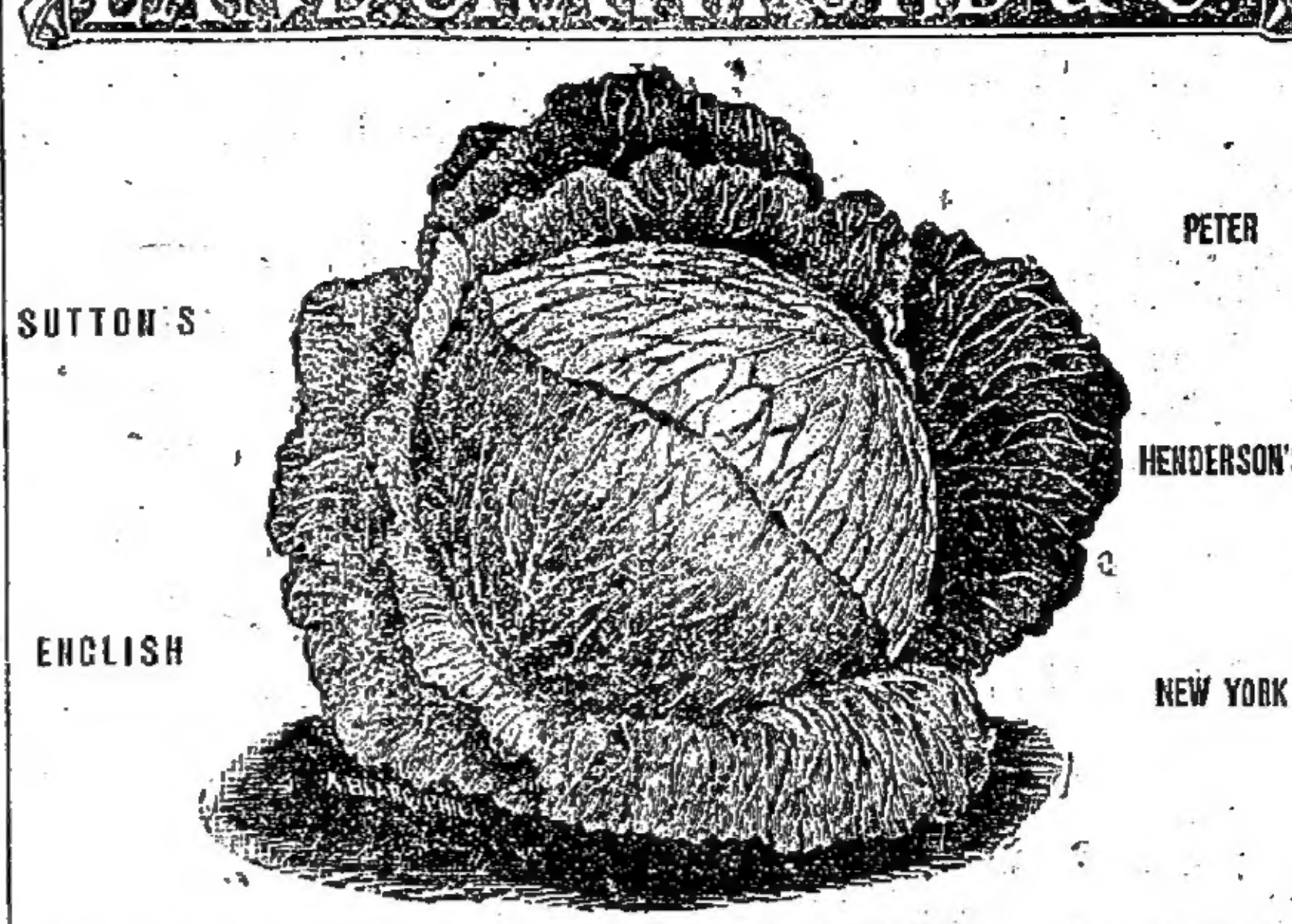
All Claims against the Steamer must be presented to the Undersigned on or before the 27th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, September 20, 1890. 1030

## Business Notices.

### LANE CRAWFORD & Co.



VEGETABLE AND FLOWER SEEDS, NOW FOR SALE AT

LANE CRAWFORD & Co.

Hongkong, September 24, 1890. 1666

### MARINE HOTEL, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the LARGEST EUROPEAN HOTELS—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. THE DINING ROOM is large and looks on the Harbour.

THE TABLE D'HOTE will be supplied with the best the market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH AND AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor. 1437

## NEW HATS.

CHRISTY'S AND HEATH'S BLACK, BROWN AND GREY FELT HATS.

DOUBLE AND SINGLE TERA and OTHER SOFT FELTS.

BEST ENGLISH-MADE STRAW HATS.

LADIES' FELT HELMETS, AND CALCUTTA PITH HATS, TWEED CAPS.

ROBERT LANG & Co.

Hongkong, July 28, 1890. 1324

### W. POWELL & Co.

JUST RECEIVED

### NEW CARPETS.

CARPETS made and fitted by Experienced Workmen. ESTIMATES FREE.

W. POWELL & Co.

VICTORIA EXCHANGE, September 20, 1890. 1653

### Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal RESORTS in the place.

THE ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

THE HOTEL also contains handsome and comfortable Reception, Reading, BILLIARD and SMOKING ROOMS.

THE HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING RIE, Proprietors.

Hongkong, September 16, 1890. 1612

## Notices of Firms.

### NOTICE.

I have This Day taken into PARTNERSHIP Mr. C. S. BARFF, and the firm will henceforth be known as GUTH & BARFF.

G. H. POTTS.

Hongkong, September 19, 1890. 1641

### To Let.

TO LET.

1ST FLOOR OF HOUSE, No. 15, PRAYA CENTRAL.

2ND FLOOR OF HOUSE, No. 64, QUEEN'S ROAD CENTRAL.

Apply to LAI HING & Co., No. 133, Queen's Road Central.

Hongkong, March 21, 1890. 529

### TO LET.

(With Immediate Possession.)

GROUND FLOOR, No. 2, BLUE BUILDINGS.

1st Floor, No. 3, BLUE BUILDINGS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, July 1, 1890. 1183

### HONGKONG ICE COMPANY, LTD.

### TO LET.

THAT Suite of OFFICES on the First Floor of the Company's Premises in Ice House Lane at present occupied by Messrs. Holliday, Wise & Co., with entrance from Queen's Road. Possession from 1st March next.

Also, ONE GODOWN on the Ground Floor which can be let in connection with the above Office, or separately as desired.

For Full Particulars, apply to the MANAGER at the Depot, or to JARDINE, MATHESON & Co., General Managers.

Hongkong, January 27, 1890. 107

### To Let.

TO BE LET.

THREE HOUSES at Wild Dull Building, Wanchai Road.

A BUNGLOW and HOUSE on the Upper Richmond Road.

No. 1 RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Bow Room, Conservatory, and well shaded Tennis Lawn.

Apply to HENRY HUMPHREYS.

TO BE LET or SOLD, On favourable terms, with Immediate Possession.

TWO HOUSES at 'MOUNTAIN VIEW,' Peak District, near Plunkett's Gap. If sold, part of the Purchase money can remain on Mortgage.

Apply to JOHN A. JUPP.

36, Queen's Road Central, Hongkong, September 10, 1890. 1591

### TO LET.

TO LET.

No. 3, MORRISON HILL.

Entry, 1st June.

Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, April 22, 1890. 752

### TO LET.

TO LET.

NOS. 7 & 9, SEYMOUR TERRACE.

OFFICES and CHAMBERS in Convent House, Queen's Road Central.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, July 2, 1890. 93

### TO LET.

TO LET.

A HOUSE in WEST TERRACE.

Immediate Entry.

Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, May 3, 1890. 691

## Entertainments.

### THEATRE ROYAL, CITY HALL.

GRACIE PLAISTED'S MY SWEETHEART COMPANY.

OPENING NIGHT, MONDAY, 29th September.

THE GREATEST LONDON SUCCESS, THE MUSICAL COMEDY, in 3 Acts.

'MY SWEETHEART.'

LITTLE GRACIE PLAISTED as 'MY SWEETHEART.'

Who combines in herself Youth, Beauty, Charming Voice, Humour, Dancing, and Grace.

CHARACTERS: Miss GRACIE PLAISTED, Dr. OLIVER, Mr. J. HARTLEY, HAROLD BARRETT, Mr. J. WEBB, JOE SHOTWELL, Mr. IVO L'ESTRANGE, THE OLD SPORT, Mr. D. C. SMITH, DUD



## Mails.

CANADIAN PACIFIC STEAMSHIP  
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)  
**ABYSSINIA**—SUNDAY, 26th Sept.  
**PARTHA**—TUESDAY, 7th Oct.  
**ABYSSINIA**—THURSDAY, 19th Oct.  
**PARTHA**—WEDNESDAY, 13th Nov.  
**ABYSSINIA**—WEDNESDAY, 17th Dec.  
**PARTHA**—WEDNESDAY, 17th Dec.

THE British Steamship **ABYSSINIA**,  
 sailing at Noon on SUNDAY, the  
 26th inst., will proceed to VANCOUVER,  
 via AMOY, SHANGHAI, INLAND SEA,  
 and YOKOHAMA.

RATES OF PASSAGE.  
 FROM HONGKONG FIRST CLASS.

To Vancouver and Victoria ..... \$210.00  
 To Port Townsend, Seattle, Tacoma ..... \$210.00  
 To Portland, Oregon ..... \$210.00  
 To Winnipeg, Minneapolis, St. Paul ..... \$210.00  
 To Chicago, Kansas City, Milwaukee ..... \$210.00  
 To St. Louis, Detroit, Cincinnati ..... \$210.00  
 To Hamilton, Kingston, London ..... \$210.00  
 (Ont., Ottawa, Toronto, Montreal,  
 New York, Albany, Buffalo) ..... \$210.00  
 To Niagara Falls, Baltimore,  
 Philadelphia and Washington ..... \$210.00

To Quebec, Boston, Portland (Maine) ..... \$210.00  
 To Halifax, St. John's ..... \$210.00  
 To Liverpool ..... \$210.00  
 To London via Liverpool ..... \$210.00  
 To Havre and Hamburg ..... \$210.00  
 Through Passage Tickets granted to Eng-  
 land, France, and Germany by all trans-  
 Atlantic lines of steamers.

Special rates (first class only) are granted  
 to Missionaries, members of the Naval,  
 Military, Diplomatic, and Civil Services,  
 to European officials in service of China and  
 Japan, and to Government officials.

Return Tickets.—First and second class  
 only.—Prepaid return tickets to Pacific  
 Coast Points, and to Eastern and Interior  
 Points of Canada and U.S.A. will be grant-  
 ed, available for:—

6 months at 25 per cent. off Return Fare  
 3 months at 50 per cent. off Return Fare  
 (Times to be reckoned from date of sailing  
 to date of re-embarkation at Vancouver)

Passengers to Pacific Coast Points and to  
 Interior and Eastern Points of Canada and  
 U.S.A. not holding prepaid return tickets  
 but who re-embark within 12 months from  
 date of landing at Vancouver will be allow-  
 ed 10 per cent. off the return fare.

Prepaid return tickets to European  
 Points will be issued for 12 months  
 at double fare (Mexican Dollars).

Cargo.—Through Bills of Lading issued  
 to Japan, Pacific Coast Points, and to  
 Canadian and United States Points.

Consular Invoices of Goods for United  
 States Points should be in quadruplicate;  
 and one copy must be forwarded by the  
 steamer to the care of D. E. BAKER, As-  
 sistant General Freight and Passenger Agent,  
 Canadian Pacific Railway Company, Van-  
 couver, B.C.

Passengers must be sent to our office with  
 address marked in full by 5 p.m. on the  
 day previous to sailing.

For further information as to Passage  
 and Freight, apply to

ADAMSON, BELL & Co.,  
 Agents.  
 Hongkong, September 22, 1890. 1648

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
 COMPANY.

THROUGH TO NEW YORK, VIA  
 OVERLAND RAILWAYS, AND THROUGH  
 TO YOKOHAMA AND SAN  
 FRANCISCO.

THE U. S. Mail Steamship **CITY OF  
 PEKING** will be despatched to  
 SAN FRANCISCO, via YOKOHAMA, on  
 SATURDAY, the 27th September, 1890,  
 at 1 p.m., taking Passengers and Freight  
 for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
 portation to Yokohama and other Japan  
 Ports, to San Francisco, to Atlantic and  
 Inland Cities of the United States, via  
 Overland Railways, to Havana, Trinidad,  
 and Panama, and to ports in Mexico,  
 Central and South America, by the Com-  
 pany's and connecting Steamers.

Through Passage Tickets granted to Eng-  
 land, France, and Germany by all trans-  
 Atlantic lines of Steamers.

First-class Fares granted as follows:—  
 To San Francisco ..... \$125.00  
 To San Francisco and return ..... \$125.00  
 To San Francisco and return, 3 months ..... \$125.00  
 To Liverpool ..... \$125.00  
 To London ..... \$125.00

To other European ports at proportion-  
 ate rates. Special reduced rates granted to  
 Officers of the Army, Navy, Civil Service  
 and the Imperial Chinese Customs, to be  
 obtained on application.

Passengers by this Line have the option  
 of proceeding Overland by the Southern  
 Pacific and connecting Lines, Central Pacific,  
 Northern Pacific or Canadian Pacific  
 Railways.

Passengers, who have paid full fare,  
 re-embarking at San Francisco for China or  
 Japan (or vice versa) within one year will be  
 allowed a discount of 10%. This allowance  
 does not apply to Through fares from China  
 and Japan to Europe.

Freight will be received on board until 4  
 p.m. the day previous to sailing. Parcel  
 Packages will be received at the office until  
 6 p.m. same day; all Parcel Packages  
 should be marked in full; value  
 of same is required.

Consular Invoices to accompany Cargo  
 destined to points beyond San Francisco,  
 to the United States, should be sent to the  
 Company's Office in Sealed Envelopes,  
 addressed to the Collector of Customs at San  
 Francisco.

For further information as to Passage  
 and Freight, apply to the Agency of the  
 Company, No. 50, Queen's Road Central.

O. D. HARMAN,  
 Agent.  
 Hongkong, September 4, 1890. 1659

WINDSOR HOUSE,  
 HONGKONG.

No. 8, QUEEN'S ROAD CENTRAL.  
 PRIVATE BOARD AND RESIDENCE,  
 AND  
 FAMILY HOTEL.

This Establishment is situated in a most  
 central position, and opposite the Telegraph  
 Office and two doors from the Chartered  
 Bank. It offers FIRST-CLASS ACCOMMODATION  
 to RESIDENTS and TRAVELLERS, and a large  
 number of well-furnished BED-ROOMS  
 with all comforts. A Good Table kept.

TABLE D'HOUE.—Breakfast, 8.30 a.m.;  
 Dinner, 1 p.m.; Dinner, 7.30 p.m.  
 BOARD by the Month, Day, or Single  
 Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE  
 MEALS IN GENTLEMEN'S QUARTERS.  
 CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM,  
 Proprietress.  
 Hongkong, August 30, 1890. 1668

## Intimations.

## DENTISTRY.

FIRST CLASS WORKMANSHIP.  
 MODERATE FEES.

MR. WONG TAI-FONG,  
 Surgeon Dentist.

(Formerly Assistant and Lecturer  
 at the University of Hongkong.)

At the urgent request of his European  
 and American patients and friends,  
 he has TAKEN THE OFFICE formerly oc-  
 cupied by Dr. ROBERTS.

REMOVED  
 to  
 18, D'AGUIAR STREET,  
 behind Hongkong Club.

CONSULTATION FREE.  
 Hongkong, January 18, 1890. 122

HONGKONG HIGH LEVEL TRAM-  
 WAYS COMPANY, LTD.

SUMMER TIME TABLE  
 (To take effect from 1st May.)

WEEK DAYS.  
 8 a.m. to 10 a.m. every quarter of an hour.  
 12 noon to 2 p.m. " " " " " " " "  
 4 p.m. to 6 p.m. " " " " " " " "

THURSDAYS.  
 NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.  
 CHURCH TRAMS at 10.40 a.m.  
 12 noon to 2 p.m. every quarter of an hour.  
 4 p.m. to 6 p.m. " " " " " " " "

Special CABS may be obtained on appli-  
 cation to the SUPERINTENDENT.  
 Single Tickets are sold in the Cars. Five-  
 Cent Coupons and Reduced Tickets at the Office.

MacEWEEN, FRICKEL & Co.,  
 General Managers.  
 Hongkong, April 23, 1890. 759

CHAS. J. GAUFF & Co.,  
 Chronometer, Watch & Clock Makers,  
 Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND  
 METEOROLOGICAL  
 INSTRUMENTS.

VOYAGERS' ESSENTIALS.  
 BINOCULARS AND TELESCOPES.  
 RITCHEY'S LANTERNS AND OPTICAL COMBINATIONS.  
 ADMIRALTY & IMRAY CHARTS,  
 NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.  
 CHRISTIE & Co.'s ELECTRO-PLATED WARE.  
 GOLD & SILVER JEWELLERY  
 in great variety.

DIAMONDS  
 AND  
 DIAMOND JEWELLERY.  
 A Splendid Collection of the Latest LONDON  
 PATTERNS, at very moderate prices. 748

For Sale.

FOR SALE.

AT THE PEAK.

'THE FALLS' on R. B. L. No. 28—  
 A Well-built SIX-ROOMED HOUSE,  
 at present let on Lease for one year.

For full Particulars, apply to  
 THE HONGKONG LAND INVEST-  
 MENT & AGENCY CO., LTD.  
 Hongkong, November 12, 1890. 2153

## To-day's Advertisements.

THE HONGKONG AND SHANGHAI  
 BANKING CORPORATION.

NOTICE is hereby given that the  
 SECOND CALL of \$10,000 of the  
 Share of the 70,000 Shares, NEW  
 ISSUE of this Corporation will fall due on  
 the 31st September current in LONDON,  
 CALCUTTA, BOMBAY, SHANGHAI and HONG-  
 KONG.

Registered Shareholders are requested to  
 pay at the respective Offices the above Call  
 or its equivalent in the above mentioned  
 places, sending at same time the Provisional  
 Certificates to be endorsed.

The rate of Exchange for the SECOND  
 CALL is fixed in Hongkong at 3/4 per \$  
 or \$68.48 per Share.

Interest at the rate of 3 per cent. per  
 annum will be charged on overdue Calls.

By Order of the Court of Directors,  
 T. JACKSON,  
 Chief Manager.  
 Hongkong, September 25, 1890. 1674

## FOR SHANGHAI.

The Steamship  
 Peking,  
 Captain F. SCHULZ, will  
 be despatched for the  
 above Port on SATURDAY, the 27th inst.,  
 at 4 p.m.

For Freight or Passage, apply to  
 SIEMSEN & Co.  
 Hongkong, September 25, 1890. 1675

## NOTICE.

COMPAGNIE DES MESSAGERIES  
 MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
 SAIGON, SINGAPORE, BATAVIA,  
 COLOMBO, ADEN, SUEZ,  
 PORT SAID.

MEDITERRANEAN AND  
 BLACK SEA PORTS, ALEXANDRIA,  
 MARSEILLES, AND PORTS  
 OF BRAZIL, AND LA PLATA;  
 ALSO  
 LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 9th October,  
 1890, at Noon, the Company's S.S.  
**SAGHALIEN**, Commandant HONNEY,  
 with MAELS, PASSENGERS, STEWEL,  
 and CARGO, will leave this Port for the  
 above places.

Cargo and Specie will be registered for  
 London as well as for Marseilles, and ac-  
 cepted in transit through Marseilles for the  
 principal places of Europe.

Shipping Orders will be granted till  
 Noon.

Cargo will be received on board until 4  
 p.m., Specie and Passes until 3 p.m. on  
 the 8th October, 1890. (Passes are not  
 to be sent on board.) (Passes to be sent  
 to the Agency's Office.)

Contents and values of Packages are re-  
 quired.

For further particulars, apply at the  
 Company's Office.

G. de CHAMPEAUX,  
 Agent.  
 Hongkong, September 25, 1890. 1676

## To-day's Advertisements.

## FOR YOKOHAMA AND KOBE.

The Steamship  
 Polythymia,  
 Captain J. BEIRNS, will  
 be despatched for the  
 above Ports TO-MORROW, the 26th inst.,  
 at 9.30 a.m.

For Freight or Passage, apply to  
 SIEMSEN & Co.,  
 Agents.

Hongkong, September 25, 1890. 1673

## STEAM TO STRAITS AND BOMBAY.

(calling at COLOMBO) if sufficient  
 inducement offers.)

The P. & O. S. N. Co.'s  
 Steamship  
 Guelph,  
 Captain F. COLE, will  
 leave for the above places at Noon, on  
 SATURDAY, the 27th inst.

E. L. WOODIN,  
 Superintendent.  
 P. & O. S. N. Co.'s Office,  
 Hongkong, September 25, 1890. 1637

Mr. SPENCER'S LAST PARACHUTE  
 DESCENT IN HONGKONG.

BEFORE HIS DEPARTURE FOR  
 YOKOHAMA.

DROP FROM  
 THE CLOUDS.

Under the distinguished Patronage  
 and in the Presence of  
 H.E. the Officer Administering the Govern-  
 ment (Hon. FRANCOIS FLEMING,  
 C.M.G.)  
 H.E. the Officer Commanding the Troops  
 (Major-General DIGBY BARKER,  
 C.B.) and a host of Civil, Military and  
 Naval Dignitaries.

FRIDAY,  
 the 26th September,  
 REPEAT HIS PERFORMANCE  
 AT THE  
 RACE COURSE,  
 HAPPY VALLEY.

The experience gained upon the last  
 occasion will enable the aeronaut to rise to a  
 much greater altitude than that attained  
 by him on SATURDAY last before dropping  
 from the Balloon.

RAND OF THE A. & S. HIGHLANDERS.  
 REFRESHMENTS  
 FROM THE HONGKONG HOTEL.

GATES OPEN AT 3 P.M.

Mr. SPENCER WILL RISE punctually  
 at 5 p.m.

TRICES OF ADMISSION:  
 Seats on the Grand Stand, \$2.00  
 From under, 1.00  
 50 cent. Endowment, 0.25  
 Children and Members of the E. M. Forces  
 half-price to the Grand Stand and From-  
 under.

Numbered Tickets for the Grand Stand  
 may be obtained at Messrs. KELLY &  
 WALSH, LD.  
 Hongkong, September 25, 1890. 1662

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
 Owners will be Responsible for  
 any Debt contracted by the Officers or  
 Crew of the following Frigate, during  
 their stay in Hongkong: H. H. H. H.

MARY L. STONE, American ship, Capt. C.  
 O. Park, Russell & Co.

PERSHAW, British Lark, Captain John  
 Inokuy, Gibb, Livingston & Co.

DAKIN BROS. OF CHINA,  
 LIMITED.

CHEMISTS.

SELECT MEDICINAL PREPARATIONS.  
 APERTURES.

DAKIN'S EFFERVESCENT SINGLE  
 SEIDLITZ POWDER.—A careful  
 examination and analysis of the German  
 Spa Seidlitz Water enabled us to combine  
 the ingredients in one powder, and to pre-  
 sent it in a pleasant form, which cannot dis-  
 agree with the most delicate stomach. It is  
 an improvement upon the ordinary Seidlitz  
 Powder, and may be given with equal ad-  
 vantage to adults and children.—Per bottle,  
 75 Cents. \$3.00 per dozen.

FLUID EXTRACT OF CASCARA  
 SAGRADA (Rhamnus Purshiana).—A tonic  
 laxative; much used, and strongly recom-  
 mended in habitual constipation. Unlike  
 other medicines of this class, the dose,  
 instead of having to be increased, may be  
 diminished till constipation ceases.—Per  
 bottle, \$1.

## Business Notices.

HONGKONG TRADING COMPANY, LD.  
 (LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

NEW GOODS! NEW GOODS!!  
 LADIES' AND CHILDREN'S DEPARTMENTS.

ARE NOW REPLET WITH  
 AN ENTIRELY NEW STOCK OF NOVELTIES  
 for the  
 C-O-M-I-N-G-S-E-A-S-O-N-S.

DRESS-MAKING and MILLINERY by Experienced EUROPEAN ASSISTANTS.  
 HOUSEHOLD LINENS in great variety.  
 SHEETINGS, CALICOES, TABLE CLOTHS and NAPKINS.  
 GLASS CLOTHS, BLANKETS, FLANNELS, LACE CURTAINS, &c., &c.

HONGKONG TRADING COMPANY, LD.  
 (LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.) 1670

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Loading.
Haiphong	Haiphong (s)	Messageries Maritimes	Quick despatch.
Havre, L'au & H'burg	Camartien (s)	Adamson, Bell & Co.	About October 3.
London, v. Suez Canal	Patroela (s)	Butterfield & Swire	October 1.
London & Port of Call	Camphire (s)	Arnold, Karberg & Co.	About October 1.
London & Port of Call	Patroela (s)	P. & O. S. N. Co.	Oct. 2, at noon.
Marseilles, v. Saigon	Saghalien (s)	Messageries Maritimes	Quick despatch.
New York	Asyria	Siemssen & Co.	Quick despatch.
New York	Richard Parsons	Siemssen & Co.	Quick despatch.
New York	George S. P. King	Russell & Co.	Quick despatch.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	Sept. 27, at 1 p.m.
S. Francisco, v. Japan	Oceanic (s)	P. & O. S. N. Co.	Oct. 9, at 1 p.m.
S. Francisco, v. Japan	Thermopylae (s)	Russell & Co.	Quick despatch.
Shanghai	Peking (s)	P. & O. S. N. Co.	Sept. 27, at 4 p.m.
Shanghai	Jonah (s)	Butterfield & Swire	September 27.
Shanghai, via Amoy	Chingwa (s)	Arnold, Karberg & Co.	About Sept. 30.
S'pore, Havre & H'burg	Bellona (s)	Siemssen & Co.	Sept. 27, at noon.
S'pore, Havre & H'burg	Guelph (s)	P. & O. S. N. Co.	Sept. 27, at noon.
S'pore, Amoy & H'burg	Namoa (s)	Douglas Larnak & Co.	Sept. 26, at noon.
Vancouver (B.C.)	Abyssinia (s)	Russell & Co.	Oct. 4, at 4 p.m.
Yokohama and Kobe	Polythymia (s)	Siemssen & Co.	Sept. 28, at noon.
Yokohama, v. N'ki & Kobe	Yerona (s)	P. & O. S. N. Co.	Oct. 3, at daylight.

## SHIPPING.

ARRIVALS.  
 September 25, 1890:—  
 Nierstein, German steamer, from Wham-  
 poa.  
 Doris, German steamer, from Wham-  
 poa.  
 De Luna, German str., 2,032, Hasecop,  
 Kobe September 20, General.—SIEMSEN  
 & Co.  
 Peking, German steamer, from Whampoa.

DEPARTURES.  
 September 25:—  
 Bo ern, for Europe.  
 Sydney, for Europe.  
 Albany, for Singapore and New York.  
 Renter, for Singapore and London.  
 Nancy, for Manila (Celebes).  
 Edele, for Kutchinco.  
 Canton, for Singapore and London.

OLEARED.  
 Naifong, for Poochow.  
 Polythymia, for Yokohama.  
 Amoy, for New York.  
 Nanyang, for Coast Ports.

PASSENGERS.  
 ARRIVED.  
 None.  
 DEPARTED.

Per Sydney, from Hongkong: for Saigon,  
 Prince of Wales and suite, Capt. Craig-  
 head and Kler and Olan's Crew; for Mar-  
 seilles, Messrs D. Gubby, R. Gubby, W.  
 D. Humphreys, Mr. and Mrs. N. Martynoff,  
 Rev. Vincent, Leo Sney Mario, and French  
 Officer Piquet. From Shanghai: for Sai-  
 gon, Mrs. Oulchida and infant; for Singa-  
 pore, Mrs. Woodford; for Marseilles, Mr.  
 D. C. Campbell, Mrs. Hooge and infant,  
 Mrs. Federici, L. A. Lo Franco Hroyan-  
 swer, Mr. Minamur, Hina, Mr. and Mrs.  
 Watanabe, Messrs Higashitani Teubin  
 and Tanaka Yumiharu. From Yokohama:  
 for Saigon, Mrs. Sophie Garin; for Singa-  
 pore, Mrs. M. Quike, Mrs. R. E. Lee,  
 Mr. Oulchida, and 2 Japanese; for Marseil-  
 les, Messrs Tutiya Binyuki, Yumoto Sata-  
 taka, Shin Hiragawa Kigashiro Yiro Tsuba  
 Igakushi, Mameh Yoda Bungokushi, Kage-  
 yama Masaharu and Shimidzu Ishijiro.

EXPORT CARGOES.  
 Per S. S. *Strait of Belle Isle*, sailed 18th  
 September:—For Vancouver, B.C., 550  
 bags Rice, 5 cases Oil, 29 boxes Wine and  
 174 pkgs. Merchandise; for Victoria, B.C.,  
 200 bags Rice, 95 boxes Wine, 29 chests  
 Oil, 78 boxes Fire Crackers, 14 boxes  
 Oil, 50 bags Beans and 270 lbs. Rice.  
 Merchandise; for Portland, 40 chests  
 40 rolls Matting and 317 pkgs. Merchandise;  
 for Port Townsend, 29 cases Tea and  
 34 pkgs. Merchandise; for New Westminster,  
 6 boxes Opium, 10 boxes Oil, 12 rolls  
 Matting, 38 boxes Wine and 130 pkgs.  
 Merchandise; for New York, 155 bags  
 Rice, 50 chests Tea, 2 pkgs. Merchandise;  
 for Saigon, 27 half-cases Tea; for Pater-  
 borough, 1 pkgs. Sundries; for Winnipeg,  
 147 pkgs. Tea and 2 cases Cigars; for  
 Toronto, 2 cases Cigars; for Montreal, 4  
 cases Cigars.

## POST OFFICE NOTICES.

MAILS will close:—  
 For NAGASAKI, KOBE & YOKOHAMA  
 For Yernan, at 5 p.m., on Thursday,  
 the 2nd October.

For PORT DARWIN, THURSDAY IS-  
 LAND, COOKTOWN, TOWNSVILLE,  
 LE BRISBANE, SYDNEY & MEL-  
 BOURNE.  
 For Gullair, at 3.30 p.m., on Saturday,  
 the 4th October.

MAILS BY THE BRITISH PACKET.—  
 The British Contract Packet *Pedro*  
 will be despatched on THURSDAY,  
 the 2nd October, with Mails for the  
 United Kingdom, Europe, and  
 countries beyond, *de Brindisi*, to the  
 Straits Settlements, Netherlands India,  
 Borneo, Ceylon, Aden



The several correspondents who have written on the subject of the absence of music in the Public Gardens will be glad to observe that the Band of the Regiment will play there on Saturday evening, weather permitting.

The Band of the 1st A. & S. Highlanders will play the following Programme at the Barrack Square to-morrow evening, commencing at 8 p.m.:

March—'The Dear old' Hero.  
Lancers—'Ensign' up to the  
Lancers—'Ensign' up to the  
Lancers—'Ensign' up to the  
Lancers—'Ensign' up to the

IN THE PUBLIC GARDENS:  
Saturday, 27th Sept., 8.30 to 10 p.m.  
(weather permitting):

Overture—'Hungarian' Keler Bela.  
Valse—'Tender and True' Bucalossi.  
Selection—'Dorothy' Collier.  
Song—'The old days' Molloy.  
Selection—'Reminiscences of Ireland' Godfrey.

There was a strong breeze blowing in the harbour this afternoon, and at one time the weather was so threatening that all the sampans cleared out. Our latest advice from Dr. Dobrich is dated 11.31 a.m. It is as follows:—At 5 p.m. on the 24th the following telegram was issued:—'Bad weather may be expected in the Northern part of the China Sea.' Strong E. breeze continues in the Southern China, strong S.E. winds in the China Sea and N.W. winds in Annam. Formerly we used to get advice from the Observatory up to 4 p.m., but since a Commission discovered that Dr. Dobrich was overworked he only sends us the forenoon record. There is evidently a very strong gale blowing to the South of Hongkong. The French mailsteamer *Cole* enien, which was due this morning, has not arrived. She has probably either encountered the typhoon near Hainan or turned back to avoid it. The *Tekera* is eight days out from Singapore, and the *Tsun* and *Japan*, which were both expected to-day from the same port, have not yet put in an appearance.

Another rubbish-dumper was charged in the Police Court to-day (before Mr. Wodehouse), at the instance of Mr. Edward Griffin, of the Public Works Department. The complainant said he saw the defendant throw two baskets of rubbish into the harbour opposite the New Oriental Bank. The bank people had complained of the drain at the foot of 100 House Street, which has its outlet into the harbour near the bank. The nuisance complained of was a strong smell. The effect of throwing rubbish into the harbour at this place was to choke up the drain. Witness's attention had been called to the state of the drain about ten days ago, when he received orders to clear it out. The drain is four feet high, and at low water the bottom is bare. At high water it is full up to the top, at which time the tide would flow up the drain as far as the middle of Queen's Road. Inside the drain, for a distance of about 100 feet, he found a depth of two feet of mud and slime. There was no building rubbish inside, except just at the edge, to a distance of about four or five feet, where it lay two feet deep. The drain was a sewage and storm-water drain, and the rubbish inside caused it to choke up. The case was remanded.

A handsome and important addition to the number of European buildings on Queen's Road Central has been made in the edifice named Connaught House, which has been built for the Hon. O. P. Chamberlain, from plans prepared by Messrs. Danby, Leigh and Orange. The building is five stories in height, and the front elevation, which is of classic design, adapted to the requirements of a tropical climate, has quite a palatial appearance, although, unfortunately, owing to the narrowness of the thoroughfare, its effect is not so striking as it might be. The ground floor is arranged for two large shops. One half of it is at present occupied temporarily by the Chartered Bank, and the other half, we understand, has been taken by the Maribou Furniture Company. The main entrance is through a spacious vestibule, which is protected by massive wrought-iron gates of handsome design. In the centre of the building is a hall, 38 feet long by 24 feet wide, which, as it extends upwards the whole height of the building and has a glass roof, affords an abundant auxiliary supply of light and air to the whole of the floor. Each floor has a wide gallery from which the various rooms open. All the floors are laid with coloured tiles and each gallery has a dind of enameled tiles. The first and second floors are intended to be used as offices. The rooms, of which there are 16 on each floor, are lofty and well-ventilated, and very handsomely furnished in every way. Each floor is provided with lavatories &c., with all the most modern improvements. The third and fourth floors are intended for residential chambers and contain 18 rooms each. A bathroom, with cold water tap, is attached to each bedroom. Between the servants' quarters and the main building there are small pantries and boys' rooms, and on the ground floor is a room for 'chit' coolies. The roof of the spacious central hall is ornamental in design and of stained glass. Hot water for the baths in the residential chambers and the lavatories is supplied by means of a special heater situated in the servants' quarters. A hydraulic lift, worked by the pressure of water in the main, affords quick and easy access to all the floors.

The astronomical demonstration that was to have taken place this afternoon had to be postponed on account of the high wind that was blowing. Mr. Spencer is very anxious to give one more exhibition of his skill before his departure by the American Mail on Saturday; and if the weather is at all fair to-morrow he will ascend. He says that had he known the Valley was so sheltered from the East wind he might have gone up to-day.

A sumptuous indirectly related to overpopulation in schools to which we referred last night, has been raised, that is the employment of children in public labour. This is a matter which has recently occupied the attention of European Governments. Some of the most important resolutions come to at the Berlin Labour Congress had reference to the restriction of the labour of women and children, and there has recently been some talk of the extension of the English Factory Acts to India. It may be doubted whether we are quite ripe for such legislation in Hongkong, although something might be done in the way of positive control. Dr. Eitel in his Educational Report for 1895 says:—'If it were possible to do anything by way of legislation, in some unobjectionable form, in the direction of applying the root principle of the English Factory Acts to all the various forms of utilizing child labour, rampant in the Colony, whether in domestic or extramural employment, and without regard to any particular nationality, a most powerful stimulus would be provided to increase school attendance, especially among the girls of the Colony. Such a law need not interfere with the rights of parents, but it should limit the rights of owners of purchased children (without specially mentioning them) by regulating the rights of employers of child labour. The labour of children has, of late, especially been made the subject of legislative enactment in England, by a series of statutes eventually consolidated in the Factory and Workshops Act (1878), ensuring the attendance at school of children employed in factories and workshops, and legislation as to the employment of child labour is at present under public consideration in England. The recognition of the right of the State entirely to prohibit the labour of children under a certain age (now fixed at 10 years) and to regulate the hours and conditions of their employment up to a certain further age (now 14 to 16 years), and the recognition of the duty of parents to secure at least the rudiments of education to every child subject of the Crown, constitute the basis of the Factory and Workshops Acts and of the Education Act. I do not advocate the introduction in this Colony of a compulsory education law. There is no need for it. The employment of children in domestic and extramural labour, and the employment of children in carrying building materials up the Hill, and in other forms of public labour, seems to me to call for legislation such as would naturally stimulate the school attendance of children who at present receive no education at all, and notably of the female bond-slaves permanently sold or temporarily pledged as security for money lent.'

That oil pumps water would not seem to be a very promising line for an inventor to beat with. Yet it enabled Senefelder to give the world lithography. He found that writing executed in oily ink could be transferred to stone so that he could print from the impression. When ink from a roller was applied to the rest of the stone was washed with water, the ink lodged nowhere else. Several beautiful printing processes based on photography depend on a principle as simple as Senefelder's—namely that certain gelatine compounds are rendered insoluble by the action of light. A picture taken on a compound of this kind is carefully washed, leaving a relief over lines on which light had fallen.

In England much alarm is aroused by the frequent use of the ready revolver. Pistol carrying is getting to be alarmingly frequent, and the list of persons shot dead and murdered is appalling. While in most instances the criminals belong to the foreign population of London, Englishmen also are getting more and more into the pistol-carrying habit, and the boards of deadly weapons are not by any means confined to the lower orders. At a party given by Lord and Lady Salisbury, one of the noble guests dropped a revolver from his pocket as he was stepping from the carriage to the door. The weapon was at once picked up by his footman. A good many members of the nobility are secretly armed. The recent strikes and labor disturbances have aroused deep apprehension in the upper ranks of society, and not without reason, for in this metropolis of nearly five millions of people there is an enormous stock of ready obediency to destruction and revolution.

RUSSIAN BUSINESS HABITS.—A well-known merchant of Kiev thought it merely a matter of course to employ a Russian telegraph messenger to bring him every telegram addressed to the business men in whose speculations he was interested. He paid a ruble per telegram, and having read, copied and resealed them, he sent them to the consignees and used the information thus acquired for his own ends. He paid the telegraph messenger a ruble for every telegram he brought him, and he was not without reason, for in this metropolis of nearly five millions of people there is an enormous stock of ready obediency to destruction and revolution.

Over 400,000 yen worth of curios, says the *Osaka Mainichi Shinbun*, mostly bronzes, porcelain and lacquered goods, were sold by Osaka merchants directly to foreigners last year.

A Bazar chemist has invented a process for rendering dynamite untraceable and its explosion impossible. The discovery is of great importance to quarry districts where accidents from the improper thawing of dynamite are frequent.

It has been recently discovered that strong as steel, it can be made yet stronger by an alloy of three to five per cent. of nickel. This means that in the future we can have larger bridges, higher towers and lighter machinery than ever. Ship-owners, and the passengers as well, will have no small cause of anxiety in the susceptibility to magnetism of the iron so largely used in shipbuilding. It would seem that the chief source of error in compasses may soon be removed, as it is found that a little manganese alloyed with iron produces a metal with scarcely any capacity at all for magnetism. Both iron and steel are now secured against another old foe of theirs rust, by an ingenious process which coats them with a magnetic oxide of iron.

The proposition of Parliament has opened the flood gates of comment on the doings of the legislative branch of Her Majesty's Government during the session. Although many of the Conservative papers dealt loyally in the support of the majority, while the session lasted, often most inconsistently defending their views, not one of them reviews the session to the credit of the majority, but rather in condemning its course and deploring the results of the session. The *Times* devotes a leading article of five columns in length to an expression of its opinions, and in substance declares that the session, as a whole, has been the most barren in respect of beneficial legislation yet recorded. The complex machinery of the ministerial machinery, it says, is not only likely, but certain to lead to a permanent change in the arrangement of parliamentary procedure. This end the majority tried to reach, but through the incompetence of its leaders and the apathy of many of their followers, it failed to do so. The session, it says, has been a failure, and it is the duty of the children of darkness and are moved by a desire to make them share in their light; though the pity which is akin to love sometimes runs into contempt, which is of other lineage. It has been the fate of the Chinese to receive an unusually large share of the attention of alien races who think they have valuable knowledge to impart, and the pity which they have evoked from their would-be benefactors has been of a somewhat special quality. For the Chinese themselves have been the recipients of the benevolence of others, and have given battle to the forces of nature, and their successes have been, in many departments of life, conspicuous. No less so, however, their failures in others, failures which are seen to arise from their inadequate mastery of the plain truths which Nature has bestowed on them. The success with which they have been able to draw such conclusions from it, it is fair to remember, is an extraordinary circumstance in favour of the Chinese. That the state of things would have been by no means so obvious to our perception a century or two ago, when the Western nations had not yet so fully developed their powers of observation, and in which the Chinese were actually behind them.

In recent articles we have enlarged on the ineffectual methods whereby the Chinese people and government try to cope with the common phenomena of floods, efforts which result only in a waste of resources and a helpless submission to the force of nature. The government has been treated in the imperfect manner, the principle of inadequacy accepted as final, running through the whole social texture of China. One of the greatest questions which ought to be, if it does not, concern this government is that of population. The subject which, since the Chinese have been brought into contact with growing heathens on the minds of all statesmen, economists, and philanthropists in Western countries, and has stirred many thousand minds into active effort to discover a solution, presses much more severely on China, yet so far as we know she has not even produced a Mahabharata. What that process of unrestrained population growth only prohibited for Europe has been long since actually realized in China. The population has overtaken the means of subsistence, with the result that a large proportion of the people are half-starved their whole life long, and so far from the nation in its collective capacity attempting either prevention or cure of this ghastly evil, it is doubtful whether there is so much as a recognition that the matter comes within the range of practical politics at all; or that any duty lies on the government beyond the hand-to-mouth one of giving rice to those who are on the point of starving, thereby enabling the miserable struggling masses to keep their heads above water, and to inherit this perpetual legacy of starvation. There seems no doubt that matters in China have long ago reached this pass. The laws and customs, and especially the religious beliefs ingrained in the hearts of the people, so imperiously call for a remedy that nature, early and late, is tried out of measure to supply the demand. The prudential checks that we hear of in the West have perhaps no place in the thoughts of either rich or poor in this country; only the eternal stimulus is operative. The broad result is a natural increase, estimated on fairly good data, of over 2 millions annually. How are these additional mouths to be filled when the previously existing ones had not enough? Human life we hold after all to be the highest product of nature, and everything should be sacrificed to its maintenance. It is a duty to the people, and to the state, to provide for the wants that political contrivances should be directed. Given a proper social system and sufficient territorial scope the problem ought to solve itself, for, as has been often remarked, every mouth that opens on the world is furnished with two hands, which under favorable conditions are adapted to the supply of many mouths. Increase of population demands a proportionate increase in the necessities of life, and whether this is accomplished by improved agriculture, by commerce, manufactures or exchangeable labour, and whether on a provincial, provincial, national, or international scale, it is the duty of the government to see to it that the one point, the earth, is made available to the product has to be made available to those who require it. This, the simplest expression of the matter, is sufficient to apply to the circumstances of China, which may be treated for argument as a purely agricultural country. There are various ways of increasing the supply of the soil. One is by improved methods of culture, by the diligent pursuit of which the product may be doubled and trebled. This resource may be set aside as impracticable for the Chinese; who a ineradicable habit of idleness has a thorough reputation. Besides the agricultural reformer would find little margin for improvement in a soil which has been worked to death for so many centuries. Another great resource, however, is the reclamation of waste lands. These abound in China to such an extent that if all the arable land were put

Further news with regard to the loss of the Turkish corvette *Ertegun* in the Kii Channel on the 19th inst. was received in Hongkong to-day. It confirms what was telegraphed the other day as to the deplorable loss of life with which the wreck was attended. Two of the survivors arrived in Kobe about noon on the 19th, having been brought there by a coasting steamer. They reported that about 50 men, most of whom were greatly injured, were on an island near where the vessel was wrecked. That afternoon the German gunboat *Wolke* left Kobe to rescue those men, taking two Japanese doctors with her.

From the account given of the terrible catastrophe, it appears that the vessel was quite close inland when she foundered. The boilers exploded about 9.30 p.m. and in five minutes the vessel had foundered.

Vice-Admiral Osman Pasha was seen to jump from the bridge into the water and swimming when he was struck on the head by a spar. He sank and was not seen again.

Four of the survivors were swimming for two and a half hours. A Mohammedan priest before jumping overboard put 100 coverings in his stockings. He managed to struggle to the shore, but lost his money. The sufferings of the survivors appear to have been terrible. Many of them had broken legs or arms and all were in a very much bruised and battered condition.

Two Japanese coasting steamers were driven ashore near where the *Ertegun* foundered.

Capt. Headlop of the s.s. *Belona*, to whom we are indebted for the above particulars, reports that he had a very stormy voyage. He passed a great deal of junk wreckage in the Kii Channel.

The present Pope never leaves his own rooms until he has been swept and dusted, which he does as soon as he wakes. He then closes all the doors and windows and takes the keys away with him.

Dr. Quexan Natis of Serbia is going to set up for himself, it is announced, by donating the bulk of her fortune to the building of a university, of which she will be the abbess. Her asparagus husband would find a long-forgotten wife in the domain of the present Pope.

## SUPREMACY COURT.

IN CRIMINAL SESSIONS.  
(Before His Honour Mr. Fielding Clarke, Judge.)  
Thursday, Sept. 25.

**ALLEGED PIRACY.**  
Three Chinese were placed in the dock on a charge of pirating a Chinese boat. The accused were General (Hon. E. J. Ackroyd) and his Lordship had previously granted an adjournment of the case on the ground that the piracy had been committed in Chinese waters. The Chinese Government had been communicated with and an answer was received. It should therefore act for another adjournment on the ground that the prosecution was not ready to proceed.

His Lordship agreed to the adjournment of the case till Thursday next at 10 a.m.

## THE POPULATION OF CHINA.

HOW IT MAY EXPAND.

The difference between stagnant and progressive races may be readily traced in their respective attitudes towards their physical environment. In the one case it is a passive and in the other an active effort to regulate natural forces and discipline them to the service of man; in the other such efforts are feeble and transient, leading not to success, but to blank submission to the uncontrollable. Morally this amounts almost to the difference between life and death; for the one side represents the principles of hope which is always pressing forward to things yet unattained, while the other rises only to that least inspiring of mental exercises, retrospection. It is perhaps the best justification of the present material progress of civilization, and the progress of man with nutritious food, and so keeps it in health, and engages it in productive work; bringing the philosopher's stone, so to speak, within the reach of everybody, and giving to life such a working combination of idealism and reality as the Chinese know better than we do. It is a fact, though it may be on an insignificant ground, that it is the children of light that they pity the children of darkness and are moved by a desire to make them share in their light; though the pity which is akin to love sometimes runs into contempt, which is of other lineage. It has been the fate of the Chinese to receive an unusually large share of the attention of alien races who think they have valuable knowledge to impart, and the pity which they have evoked from their would-be benefactors has been of a somewhat special quality. For the Chinese themselves have been the recipients of the benevolence of others, and have given battle to the forces of nature, and their successes have been, in many departments of life, conspicuous. No less so, however, their failures in others, failures which are seen to arise from their inadequate mastery of the plain truths which Nature has bestowed on them. The success with which they have been able to draw such conclusions from it, it is fair to remember, is an extraordinary circumstance in favour of the Chinese. That the state of things would have been by no means so obvious to our perception a century or two ago, when the Western nations had not yet so fully developed their powers of observation, and in which the Chinese were actually behind them.

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under the plough it would yield sufficient food to support not only the existing population, but a very large annual increase. In Manchuria and Mongolia and even in the Central Provinces of China, the land is so fertile that it is almost all lying waste for want of hands to cultivate it. Why should this be so? Why are the people starving with untold soil all round them? There are several answers to the question. One is a laziness which is almost a national characteristic. The Chinese are not a hard-working race. They are born, where they seem rooted like cabbages. But this difficulty can be overcome, migrations do take place, and have from time to time in Chinese history occurred on a large scale, and even recently many thousands of Chinese have been sent to the United States to work on the railroads. This is a solution of the problem which the government is not justified in neglecting; for the need is pressing, precedents are wanting, and all the circumstances are not only favourable but urgent for the Chinese to take the step. It is a step which the Chinese are not likely to take, but there is yet another difficulty in the way of such a step, one scarcely less strong than the national habit of the people. There are very many of the districts which are already cultivated, but the reason why they are not cultivated is that the Chinese have no means of disposing of the surplus beyond their own domestic wants. That part of their produce which would exchange for the comforts of life they simply leave to rot on the ground, for the reason that they have no means of disposing of the surplus beyond their own domestic wants. This brings us to the mortal sin of this government, a sin for which there is no forgiveness in this world or any other, the signal failure to fulfil that first function of civilization, the making of roads. This neglect alone would consign the Chinese to a state of utter poverty and degradation before any other attempt to deal with such grave causes. There is no mitigation of the evil, for the government is well aware of the value of communications, it puts forth spasmodic efforts to make roads, but lacks the moral integrity to carry them to any practical issue. The government is equally aware of the crying need for moving the population of the crowded districts to dry land, for evidences are everywhere displayed of similar spasmodic efforts to effect their removal. But they come to nothing, and when the spasms over the government acquiesces in its own failure, and is lulled again into its accustomed Fatalism.—Chinese Times.

**THE NEW CANADIAN PACIFIC STEAMERS.**  
The three steamers, *The Empress of India*, *The Empress of Japan*, and *The Empress of China*, which are to carry on the Imperial mail service via the Canadian Pacific Railway to China and Japan, are now making rapid progress towards completion at the yards of the Naval Construction and Armaments Company, Limited, Harrow-by-Sea, Yorkshire. The *Empress of India* is so far advanced that she will be launched with due ceremony on August 30th, and leave for the Pacific, probably by way of Australia, about November 1st. The other two vessels will follow at intervals of about two months, i.e., about January 1st and March 1st respectively. The *Empress of Japan* and *The Empress of China* are under the command of the P. & O. Line, will undertake the command of the former of the New Zealand Shipping Company's service, will be the first officer, and Mr. Montserrat, late of the P. & O., will be the second officer. Arrangements for the service are being made, and the Eastern route, and an agreement has been concluded with the P. & O. Company for the issue of round-the-world tourists' tickets.

That no expense or trouble has been spared by Mr. Bryce-Douglas, the experienced chief engineer of the company, to insure the highest possible standards of safety, and to make the service equal to any other, may be judged by a few details of the vessels. They are twin screw steamers, of 10,000 horse power, a gross tonnage of 5,700, and are contracted to do 18 knots on the measured mile, and 16 knots on a 400 mile sea trial. The dimensions are: Length between perpendiculars, 485 feet; breadth, moulded, 51 feet; and depth, moulded, 31 feet. Each vessel will be highly rigged with pole masts and fore and aft masts, and the form, both under and above water, is of such symmetry and finish as to ensure propulsion at the high speed required. The greatest possible attention has been paid to precautions for the safety of the vessels. The plans were in fact submitted to Mr. White, the Superintendent of Naval Construction at the Admiralty, and approved by him before construction was commenced. 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There is, too, a completely divided set of engines



## Intimations.

## THE CHINA REVIEW.

PUBLISHED MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese history and literature, has reached its eighteenth volume. The Review discusses those topics which are uppermost in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China, etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Dr. Chalmers, Esq., Brotherton, Esq., Mr. H. Phillips, Esq., Messrs. Balfour, Watts, Stent, Phillips, MacIntyre, Groat, Jamieson, Baber, Koppah, Parker, Playfair, Giles, Pison, and Taylor—all well-known names, indicative of some scholarship and thorough mastery of their subject.

The Subscription is fixed at £5.50 per annum, postage included—payable in advance. Orders for binding volumes will be promptly attended to; Address, "Manager, China Mail Office."

OPINIONS OF THE PRESS.  
"All our learned societies should subscribe to this scholarly and enterprising Review."—*Northern Christian Advocate* (U.S.).  
"The China Review" has an excellent value of contents.—*Western Standard*.  
"The Review is a most interesting and valuable contribution by Dr. Frischoe, on the subject of the Chinese (Kien and Snow) of Peking, showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. 'Notes on the Dutch Occupation of Formosa,' by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books is a most interesting and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are as usual very interesting."—*Northern China Daily News*.

A substantial and reliable Review which all students of China and the Chinese would do well to patronize.—*Overland Monthly*.  
"The Review contains a large number of the Chinese Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese' is a treatise of a question that must necessarily be of great importance in the eyes of all Christians."—*Chinese Recorder*.  
"The 'Short Journeys in Szechuen' are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Oaths in Western Formosa and Java' might appropriately have been placed under a separate heading, complete the number."—*Chinese Daily Press*.

The Review contains the following notices of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Chinese Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable, and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so generally represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by great accuracy and freshness of style; and an account of the career of the Chinese post-stationmaster of the eleventh century, Su Tang-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. A notice of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this growing contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

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HAYING just been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

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ADEN, ISMAHIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH AND LONDON:  
AND AUSTRALIA.

11.11—Cargo can be taken on through Bills of Lading for BATAVIA, PERIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **PESHAWAR**, Capt. W. A. WHEELER, with Her Majesty's Mail, will be despatched for this port on THURSDAY, 2nd October, at Noon.

Cargo will be received on board until 4 p.m. Parcel and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSENGER apply to the Peninsular and Oriental Steam Navigation Company's Office, Hongkong.

The Agents and Value of Passages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

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This Steamship takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, September 24, 1890. 1667

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VOLUNTEERS AND THE DEFENCE OF HONGKONG.  
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August 14, 1890. 1582

## STATE DISC. QUOTATIONS—SEPTEMBER 25, 1890.

Stocks.	No. of Shares.	Value.	Price.	Closing Quotations, Cash.
<b>BANKS.</b>				
Hongkong and Shanghai Bank Co., Ltd.	10,000	\$ 125	at \$226 1/2 ex. div., cum new	(issue, sellers)
New Issue		\$ 42,110/110,125	\$205	
<b>MARINE INSURANCE.</b>				
China Insurance Co., Ltd.	10,000	\$ 250	at \$117 1/2 buyers	
China Traders' Insurance Co., Ltd.	24,000	\$ 83.33	at \$242, buyers	
China Insurance Co., Limited.	1,500	\$ 1,040	at 20 nominal	
Shanghai Insurance Co., Ltd.	20,000	\$ 20	at 6 1/2, 300	
Straits Insurance Co., Ltd.	30,000	\$ 10	at 2, 220	
Union Insurance Society Co., Ltd.	10,000	\$ 250	at 25 \$100, sellers	
Yangtze Insurance Association, Ltd.	8,000	\$ 100	at 100, (Tls. 88)	
<b>FIRE INSURANCE.</b>				
China Fire Insurance Co., Ltd.	30,000	\$ 100	at 2, 280	
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 200	at 50 \$365	
Singapore Fire Insurance Co., Ltd.	20,000	\$ 10	at 2, 218, buyers	
<b>FIRE AND MARINE INSURANCE.</b>				
Singapore Insurance Company, Ltd.	40,000	\$ 10	at 2, 280	
<b>DOCKS.</b>				
Hongkong and Whampoa Dock Co., Ltd.	12,500	\$ 125	at 72 1/2 prem., sellers	
<b>STEAMBOATS.</b>				
China and Manilla S. S. Co., Ltd.	3,000	\$ 50	at \$120	
Dagupan Steamship Co., Limited.	20,000	\$ 50	at \$50, buyers	
Shanghai and Amoy S. S. Co., Ltd.	30,000	\$ 10	at 27 1/2, 300	
Shanghai and Amoy S. S. Co., Ltd.	30,000	\$ 10	at 27 1/2, 300	
Shanghai and Amoy S. S. Co., Ltd.	30,000	\$ 10	at 27 1/2, 300	
<b>REFINERIES.</b>				
China Sugar Company, Limited.	15,000	\$ 100	at \$171	
Leeson Sugar Company, Limited.	7,000	\$ 10	at \$108	
<b>WHAVERIES.</b>				
H.K. & Kowloon Wharf & Godown Co., Ltd.	20,000	\$ 50	at \$77	
<b>LAND AND BUILDING.</b>				
Hongkong Land Investment and Agency Company, Limited.	30,000	\$ 10	at 54 \$92, sellers	
Kowloon Land and Building Company, Limited.	6,000	\$ 50	at 30 \$118, sellers	
Peak Building Company, Limited.	1,000	\$ 10	at 7 \$10	
Richmond Terrace Building Co., Ltd.	1,000	\$ 10	at 2 \$20	
Shanghai and Amoy S. S. Co., Ltd.	30,000	\$ 10	at 27 1/2, 300	
West Point Building Co., Limited.	12,500	\$ 10	at 4 \$37	
Trust and Loan Co. of China (S.S.), Ltd.	10,000	\$ 10	at 12 \$18	
China Overseas Bank, Ltd.	1,250	\$ 10	at 12 \$200	
<b>TRAMWAYS.</b>				
H.K. High Level Tramways Co., Ltd.	1,250	\$ 10	at 10 \$115	
<b>MINEING.</b>				
Jelutong Mining and Trading Co., Ltd.	4,000	\$ 5	at \$3	
Fouyong and Sungai Dua Samat Mining Co., Ltd.	60,000	\$ 10	at \$1, buyers	
Selama Tin Mining Company, Limited.	115,000	\$ 5	at 23 \$3, sellers	
Songel Koyah Planting Co., Ltd.	5,000	\$ 5	at 40 \$10, nom.	
H. H. Brown & Co., Limited.	6,000	\$ 5	at \$55	
The Luaning Planting Co., Limited.	6,000	\$ 5	at 20 nominal	
<b>DEVELOPMENTS.</b>				
Austin Arms Hotel and Building Company, Limited.	4,000	\$ 5	at 50 \$33 1/2 dis.	
Hongkong Hotel Company, Ltd.	3,000	\$ 10	at \$200	
Peak Hotel and Trading Co., Limited.	4,000	\$ 5	at 20 \$10	
Borneo Hotel and Stores Co., Ltd.	1,000	\$ 5	at 3 \$32	
Shamsee Hotel and Land Co., Ltd.	5,000	\$ 20	at 10 \$3, nom.	
<b>DEVELOPMENTS.</b>				
A. S. Watson & Co., Limited.	50,000	\$ 1	at \$23	
Crookshank & Co., Limited.	1,000	\$ 5	at \$40, nom.	
<b>LIGHTING.</b>				
H.K. and China Gas Co., Limited.	5,100	\$ 1	at \$13 1/2, sellers	
New Stores	1,000	\$ 10	at 10 \$13, cash	
Hongkong Electric Co., Limited.	30,000	\$ 10	at 6 \$8, cash	
<b>GREEN ISLAND CEMENT CO., LTD.</b>				
Green Island Cement Co., Ltd.	20,000	\$ 5	at \$31, sales	
Hongkong Brick & Cement Co., Ltd.	4,000	\$ 25	at \$17 \$15, nom.	
<b>WHELFREMENTS.</b>				
A. G. Gordon & Co., Limited.	6,000	\$ 25	at \$23	
Campbell, Moore & Co., Limited.	1,200	\$ 10	at \$11	
Guo. Fenwick & Co., Limited.	6,000	\$ 25	at \$23	
Hongkong Brewery Company, Ltd.	60,000	\$ 5	at \$8, nominal	
Hongkong Dairy Farm Co., Ltd.	3,000	\$ 1	at \$10	
Hongkong Ice Company, Limited.	5,000	\$ 2	at \$10	
Hongkong Rope Manufacturing Co., Ltd.	3,000	\$ 5	at \$11	
Marinebri Furniture Co., Ltd.	3,000	\$ 25	at nominal	

\* Founder's shares.

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Mortgage 1-8-1890	\$1,504,700.14	\$500	5 1/2 p. annum	5 1/2 p. annum, nominal.
" " " " " " " " " "	\$1,504,700.14	\$500	5 1/2 p. annum	5 1/2 p. annum, nominal.
<b>DEBENTURES.</b>				
Hongkong Hotel (Mort.)	\$400,000.00	\$500	6 p. annum	\$501
Legg Debentures, 1889				

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THE Steamship **OCEANIC** will be despatched for San Francisco, via Yokohama, on THURSDAY, October 9th, 1890, at 1 p.m. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

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First-class Fare granted as follows:—  
To San Francisco ... \$225.00  
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Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 604, Queen's Road Central.

Q. D. HARMAN,  
Agent.

Hongkong, September 16, 1890. 1663

## A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosa Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co.; and Messrs. KELLY & WALSH, 15, Market Street, Hongkong; also, Mr. N. MOORE, Amoy.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

Shiphut; or mid-way between each shore are marked c., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gun Works.  
2. From Gun Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to the Island to East Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

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